



The China Mail.

ESTABLISHED 1845

NOTES OF THE
LIFE OF HONGKONG
AND SOON
By Mrs. C. A.
HUNTER, E.C.
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HONGKONG, THURSDAY, APRIL 30, 1914

庚申年三月廿四日

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No. 12, Queen's Road East,
Hongkong, Oct. 2, 1913.

"HOLES" IN EVIDENCE

ALLEGED DYNAMITE STEALING.

In the case of dynamite stealing from
the Green Island Cement Company, Ltd.,
which came before Mr. Master, for
defendant, argued that it was absurd to
imagine that defendant would have handed
over the money to the police informer
under the very noses of the police.

The prosecution stated formerly that
defendant agreed to sell certain dynamite
to a purchaser, a police informer. The
defendant was alleged to have stolen the
dynamite at Green Island. During trans-
shipment to 'Hongkong the santon
containing the dynamite and defendant
were searched and the money, paid
in purchase, was found under a seat.
Mr. Master did not think a case was
made out. The evidence was so full of
holes, and the story was absurd.

Mr. Melbourn said since the previous
evening he had given the case much con-
sideration but he did not read the de-
positions.

His Worship was urged by Mr. Master
to read the depositions and said no jury
would convict on such evidence.

An adjournment until Monday morning
was arranged.

THE PEAK CHURCH.

Meeting of the Congregation.

The annual meeting of the members and
congregation of the Peak Church was held
last evening in St. John's Cathedral
vestry, the Hon. Mr. H. E. Pollock, K.C.
presiding. Among others present were the
Rev. H. Copley Moyle (Hon. Sec.), Mr.
Philip Jack (Hon. Treas.), Dr. Sanders,
Mr. W. L. Patterson.

The committee, in their report for the
past church year, stated that the out-
standing feature was the heavy item for
repairs necessitated by the ravages of white
ants. The church was closed from the
middle of October till Christmas, and
during this time the roof was taken off,
iron girders were substituted for the wooden
beams, the wooden ceiling was taken away,
the west window was changed into a more
dignified looking triple window, the church
was painted and colour washed inside and
out, and electric light was installed.

The expenses for all these repairs were
paid from the amount of money on fixed
deposit and no special appeal was made.
But this has almost entirely absorbed the
credit balance. A children's service was
held during the winter months by Rev. J.
Kirk Macdonald on the first Sunday in
the month and by Rev. H. Copley Moyle
on the last Sunday. Sunday School, was
held on the second and third Sundays in
the month under the able superintendence
of Mr. Usher-Smith, assisted by Miss
Isler Brown and Lieut. Hanning Lee.
R.N. Mr. Barton, Mrs. Patterson and
Mrs. Churchill arranged the after flowers
and looked after the altar linen and
Mrs. O'Hara played the harmonium at
the children's services. Mr. Patterson
audited the accounts which showed a
balance at the bank of \$417.97 and cash in
hand amounting to \$10.05.

The report and accounts were adopted
on the motion of the Chairman, seconded
by Dr. Sanders.

The officers and committee were re-
elected for the ensuing year, the Chairman,
with Mr. Jack, being empowered to as-
certain the terms of the trust deed for the
purpose of discovering whether two trustees
could be elected in place of Messrs. J.
Barton and A. Turner, who have both left
the Colony.

In reply to the Chairman, Mr. Patterson
said he was willing to become a trustee.
It was agreed to transfer \$350 of the
balance in hand to fixed deposit.

Dr. Sanders voiced the thanks of the
congregation to those gentlemen who had
taken so much trouble in the restoration
of the church, with such excellent results.

THE FRUIT SEASON.

During the fruit season, be sure to
keep a bottle of Chamberlain's Colic,
Cholera and Diarrhoea Remedy on hand.
It may save a life. For sale by all Chemists
and Grocers.

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**MILKMAID
RICH THICK CREAM**
(which can be whipped but cannot be beaten)
It is
**SIMPLY
PURE
CREAM.**
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HONGKONG TO CANTON. CANTON TO HONGKONG.
THURSDAY, 30th APRIL.
8 A.M. 'HONAM.' 8 A.M. 'HEUNGSHAN.'
10 P.M. 'FATSHAN.' 5 P.M. 'KINSHAN.'

FRIDAY, 1st MAY.
8 A.M. 'HEUNGSHAN.' 8 A.M. 'HONAM.'
10 P.M. 'KINSHAN.' 5 P.M. 'FATSHAN.'

REDUCTION IN "SALOON" FARES

Commencing from 1st April the Saloon passage rates by the Company's Steamers
will be reduced to—

Single Fare by Night Steamer \$ 6.00
Return Fare by Night (available also for Return by day Steamer) 10.00
Single Fare by Day Steamer 4.00
Return Fare by Day Steamer 8.00

The attention of the travelling public is drawn to the comfort afforded by the
Company's vessels. Passengers arriving by Night Steamers from Canton (due at
Hongkong about 11 p.m.) are permitted to sleep on board till next morning without
extra charge. Electric fans and electric light are available all night.

HONGKONG-MACAO LINE.

S.S. 'SUI TAI' S.S. 'TAISHAN'

HONGKONG TO MACAO
Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf
Sundays, at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

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Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.

SUNDAY, 3rd MAY.

The Company's Steamship "TAISHAN"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
and return from Macao at 4 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M., and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street
Wharf.

This steamer connects with the excursion steamers returning from Macao at 5 p.m.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. 'SUI TAI' S.S. 'TAISHAN'

Departures from Hongkong to Canton on Monday, Wednesday and Friday, at 8 P.M.
Departures from Canton to Hongkong on Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON-WUCHOW LINE.

S.S. 'CAINAM' 588 Tons and S.S. 'NANSHING' 565 Tons.

One of the above Steamers leaves Canton for Wuchow every Sunday, Tuesday
and Friday, at about 6 P.M., and the other leaves Wuchow for Canton every Monday,
Wednesday and Friday, at about 8.30 A.M. Round trips take about 5 days.
Passengers can return to Hongkong or vice versa by the Company's direct steamers
'LINTAN' and 'SANUL'. These vessels have superior Cabin accommodation and are
lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

ROTEL MANSIONS (First Floor).

Opposite Blake Pier.

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FROM 1st May, 1914 the price of
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ing—

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Power, Lifts, Heating and
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Power to Reticulated House
Consumers \$0.05
Discount will remain as before.

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, April 25, 1914.

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE
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Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway
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Hongkong: 14, Gresson Street, off Praya East.

All kinds of Sausages, boiled and smoked Hams, etc., can
be obtained already sliced by 1 and 1/2 lb. etc.
Beef and Pork sausages made fresh every morning.
Special arrangements will be made with Hotels, Canteens,
Boarding-houses, Ships, Picnic parties, etc.

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THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY
A LA CARTE GRILL ROOM.

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Hongkong, September 6, 1913.

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versed in literature, has been a teacher
to European officials and merchants in the
Colony for over ten years.

He has a good method of teaching Euro-
pean types in the Chinese examination, and
is possessed of a first rate certificate as a
Chinese teacher. He has also a good know-
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Those who intend learning the Chinese
language are requested to write care of
China Mail office or direct to 37, Holly-
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Hongkong, May 17, 1912.

BUSINESS NOTICES.

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FOR BREAD

WEISMANN'S

FOR CAKES

WEISMANN'S

FOR CHOCOLATES

Hongkong, Nov. 15, 1912.

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Per S.S. ALDENHAM.

1st Grade Australian Butter: Government guarantee

Absolutely the Best Imported: only 75 cents per lb.

ALEXANDRA CAFE CO.

THE KWONG HIP LUNG CO., LTD.

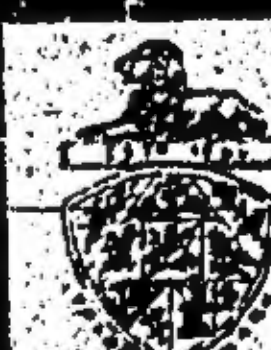
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Town Office, 43, CORNBAR ROAD CENTRAL, Hongkong. Telephone No. 155.
Shipyards, Sham-Sai-Po, Kowloon, Hongkong. Telephone No. 87.
Estimates furnished on application.

Hongkong, April 1, 1912

WONG PING WA, Manager.



CALDBECK MACGREGOR & CO.

ESTABLISHED 1864.

SOLE AGENTS FOR

FALCON PILSENER
BEER

The only genuine imported Pilsener Beer sold
at so low a price.

Per 1 dozen quarts \$8.00

Per 1 dozen pints 2.00

(Plus Government duties for local orders)

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G. FALCONER & CO., LTD.,

WATCHMAKERS & JEWELLERS.

DIAMOND BRACELETS, RINGS, BROOCHES,
SILVER CUPS, TEA SETS, CIGARETTE CASES,
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AGENTS FOR
BENSON'S ENGLISH MADE WATCHES.

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WING KEE & CO.,

No. 17, 19 and 49, CONNAUGHT ROAD CENTRAL.

SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL
FRANCISCO TSE YAT, General Manager
Hongkong, August 12, 1908

DINNEFORD'S
MAGNESIA

The Physician's
Cure for Constipation,
Bilem, Indigestion,
and all the ailments
connected with the
digestive system.

MAGNESIA

The Universal Remedy for Acidity of the Stomach, Head-
aches, Indigestion, Sour Eructations, Bilem, Ailments.

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Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND	CABLE LAID	4 STRAND
1" to 15"	5" to 15"	3" to 10"
CIRCUMFERENCE	CIRCUMFERENCE	CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to
Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1912.

WEEKLY NEWS FOR HOME

The Overland China Mail

FULL REPORTS.

LATEST INTELLIGENCE.

Order before you leave, so that you may receive it while at home.

Price \$41 per annum, including postage. THE CHINA MAIL, Ltd., Wyndham Street.

A Natural Remedy

Time was when disease was thought to be due to the direct influence of evil spirits, and exorcism and magic were invoked to cast it out.

Science has taught us wisdom. The evil spirits exist still. We call them "Disease Germs," and they also must be cast out. Once lodged in the stomach or intestines, fever with its hallucinations, or biliousness with its aches and pains, is the result.

ENO'S FRUIT SALT

is the approved remedy for driving out disease germs. Its action is quick and thorough. It clears the intestines, rouses the torpid liver to new life, stimulates the mucous membrane to a healthy action, and cleanses and invigorates the whole digestive tract.

It may be safely taken at any time by young or old.

It is very effective in the early stage of Diarrhea by removing the irritating cause.

Be prepared for emergencies by always keeping a bottle in the house.

Prepared on y by

& C. ENO, LTD., 'FRUIT SALT' WORK, LONDON, ENGLAND.
SOLD BY CHEMISTS AND STORES EVERYWHERE.

INTIMATIONS

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(MITSU BISHI CO.)

COAL DEPARTMENT.

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SIMA, OCHI, MUTARE, YO-
SHINOTANI, KISHIDAKE, HOJO,
KANADA, NAMASUTA, SAYO,
SHINKEN and KAMITAMADA
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Codes:—A1, ABC 5th Ed., Western Union.

AGENCIES:

CHINKIANG: Messrs Gearing &
Co

MANILA: Messrs Macondray &
Co.

SINGAPORE: Messrs Borneo Co.
Ltd.

GLASGOW: Messrs A. R. Brown,
McFarlane & Co., Ltd.

For particulars, apply to
K. KATO,
Manager,
No. 2, PRINCE STREET,
HONGKONG.

THE HONGKONG ELECTRIC
COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that
the TWENTY FIFTH ORDINARY
GENERAL MEETING of the SHARE-
HOLDERS will be held at the Company's
Office, 25, George Street, on
THURSDAY the 14th May, 1914, at
11.30 a.m. for the purpose of presenting
the REPORT of the DIRECTORS,
together with a statement of Accounts to
28th February, 1914, and electing Directors
and Auditors.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 30th April
to the 14th May, 1914, both days inclusive.
By Order of the Board of Directors.
GIBB, LIVINGSTON & CO.
Agents.

Hongkong, April 24, 1914.

DAIRY FARM NEWS.

RECEIVED

NEW SHIPMENTS OF
FRESH SIBERIAN SALMON

SMOKED

FILLETS,
HADDUCKS,
KIPPERS.

THE CHINA IMPORT & EXPORT
LUMBER Co., Ltd.

ARNHOLD, KARNBERG & CO.,
GENERAL AGENTS.

WE HAVE This Day Opened a
LUMBER-YARD and OFFICES
at North Point next to the Kwong Sang
Hong Glass Factory.

The sailing vessel "JAMES TOTT" has
arrived with a well assorted cargo of about
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OREGON PINE

Planks, Timber, Floorings and Spars.

Prices will be quoted on application.
All correspondence please address to—

THE CHINA IMPORT & EXPORT
LUMBER Co., Ltd.

Letter Box No. 440 Telephone No. 1710

Hongkong, April 14, 1914.

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Exporters & Importers

General Merchants

Commission Agents.

HONGKONG, CANTON,

SHANGHAI AND

HANKOW.

FOR a good Solid meal a la Carte or
Table D'Hotel with Wines & Liqueurs
at the Best. ALEXANDRA CAFE.

FELUCCA
CIGARETTES

BEAR THIS HALL MARK
OF DISTINCTION

N° 33
IS THE MOST POPULAR

PRICE: \$2.50 per 100, in 50' or 100's tins.

OFFICIAL SECRETS

GERMAN AS SPY.

Six Years' Penal Servitude.

(From the "Daily Telegraph" of
April 4.)

[The result of the trial was wired
up by Reuters at the time.—Ed.]
Before Mr. Justice Atkin, at the Old
Bailey, on April 3, Frederick Adolphus
Gould, 55, commission agent, and Maud
Gould, 50, were placed on trial for
offences under the Official Secrets Act.
They were charged with, on Feb. 22,
"for a purpose prejudicial to the safety
and interests of the State, feloniously
obtaining and attempting to communicate
to a person unknown, certain plans re-
lating to the machinery of ships in the
Navy of the King, which were calculated
to be, might be, and were intended to
be, directly or indirectly useful to an
enemy." Gould pleaded guilty, and the
woman not guilty.

Maud Gould pleaded not guilty to a
further indictment for unlawfully re-
ceiving certain plans and information which
she had reason to believe were communi-
cated to her for a purpose prejudicial
to the safety and interests of the State.
No evidence was offered against Maud
Gould, and she was found not guilty, and
acquitted. Gould was sentenced to six
years' penal servitude, to be followed
by recommendation for deportation.

The second indictment against Gould
was not proceeded with.
The Attorney-General (Sir John Simon,
K.C.), Mr. Bodkin, Mr. G. A. R. Bran-
son, and Mr. Percival Clarke appeared
for the Crown; Mr. Hundy Jenkins and
Mr. E. J. Purchase represented the de-
fendants.

AN INNOCENT AGENT.

The Attorney-General said he had con-
sidered the circumstances which arose in
view of the fact that the man had pleaded
guilty, and the woman not guilty, and
subject to the judge's approval, he did
not propose to offer any evidence against
the woman. On any view of the case
her part in the matter was entirely sub-
sidiary, and as far as the evidence went
she only came into the case at one point.
It was a very important point, but un-
doubtedly the appearance was that she
was innocently acting as agent of the
man, and did not realise the enormity
on which she was employed. If the
judge thought that a proper view to take
he would be content not to offer any
evidence.

Mr. Justice Atkin: I have read the
depositions, and it appears to me that if
the Crown are satisfied to take the
course you have suggested, there is no
reason at all why I should not approve.
She took, as you say, a subsidiary part,
and I think, under the circumstances,
the Crown would be perfectly justified
in withdrawing the case as far as she
is concerned.

The Attorney-General said it would
be right to emphasise the fact that what
the Crown was doing here in no way
indicated that subordinates were not
answerable, and, it might be, answerable
in terms of heavy punishment, for
taking a subsidiary part. But in this
particular case there was not sufficient

evidence, it might be, that the woman
knew what she was doing.

Mr. Justice Atkin said he assumed
that the Crown withdrew the prosecution
because of the fact that the evidence was
not strong enough to satisfy the jury that
the woman was an intermediary. If
she had been he did not suppose for a
moment that the prosecution would have
been withdrawn. The subsidiary might
in some cases be as serious a criminal
as the principle.

The jury returned a formal verdict of
not guilty in the case of the woman, and
she was discharged.

AN IRON CAPTAIN.

Dealing with the case against Gould,
the Attorney-General said the man's real
name was Schroeder, and he was a
German. He had enjoyed the hospitality
of this country, whose laws he had broken
for a long time. According to his own
account of himself he was born in Ger-
many in 1854; came to England in 1868,
was educated at the German school in
the Savoy, and then went back to Ger-
many.

In 1870 he joined the German Army,
and served for twelve years, receiving
the Iron Cross and a captaincy. He was
then engaged in various commercial pur-
suits, and apparently in 1900 he received
an offer to serve, in plain English, as
a spy. In 1902 he assumed himself to
be an old school-fellow as a foreign agent
who was spying. In 1904 he was re-
presenting himself as being in a position
to get valuable information from naval
and military circles in England. He
(the Attorney-General) was far from sug-
gesting that the persons referred to by
Gould in a letter were really and truly
persons willing to give him such infor-
mation, but the letter set out the names
of two persons connected with the public
service of the Crown. It suggested that
he was in a position to deal with them,
and certainly indicated that he was will-
ing, if he could, to procure confidential
information.

From 1908 to 1913 he was the licensee
of a public-house in the High-street,
Rochester, which was close to Chatham.
It was a house much frequented by naval
and military people, and the police had
observed that during his tenancy of the
house Gould kept up that kind of con-
nection. In May, 1912, he was inter-
viewed by the police on some civilian
matter, and said he was unable to stay
in the town during the next few days,
because he was expecting a message
and was going away for some days.

Five days later he received a regis-
tered letter from Cuxhaven, in Germany,
and two days after that he left Rochester,
representing that he was going to London.
As a matter of fact he had his luggage
labelled for Dover Harbour, and went
to Dover. In August and September,
1912, he was receiving registered pack-
ages from Berlin, and in October he was
observed to leave Dover, and return five
or six days later, on the Ostend boat.
There was also, in December, a trip to
the Hook of Holland.

TWO TELEGRAMS.

In 1913 he took the lease of a house,
140, Merton-road, Southfields, and the
woman, who had been living with him
for a great many years, went into occu-
pation. When Gould moved from the
public-house at Rochester he seemed to
have left behind him some documents
which fell into the hands of the succeed-
ing publican, and these documents in-
cluded a portfolio with a great variety
of maps of the ports and river mouths
around the coasts of the United King-
dom.

(Continued on page 3).

WE
TEST
YOUR
EYES

and fit proper
lenses. If you do
not see as you
once did your eyes
should have im-
mediate attention.

CONSULT US



Hongkong, Dec. 2, 1913

INTIMATIONS

MY WORD!
KEATING'S
KILLS

FLEAS BEETLES MOTHS

CHEN KWONG & CO., LD

GENERAL IMPORT &
EXPORT.

CANTON

LARGE WHOLESALE & RETAIL
STORE:

FURNITURE, Carpets, Groceries,
Boat and Shoes,
Makers of Jewellery, Lacquers,
Clockwork Ware.

Ironmongery, Wines and Spirits.

Foreign Clothes for gentlemen made to
order by our own tailors.

Large assortment of Chinese Silks and
Foreign Goods of every description.

All goods sold at reasonable Prices.
The Cheapest and Best place in Canton &
Hongkong to buy Chinese and Foreign
Goods.

SUP PAT POO STREET,
CANTON and

No. 237, 239, Des Voeux Road
and No. 120, Connaught Road Central.

Tel. No. 1405. Hongkong.

Tel. No. 811. Shanghai.

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes

8.00 a.m. to 10.00 a.m. Every 10 minutes

10.00 a.m. to 11.00 a.m. Every 15 minutes

11.00 a.m. to 12.45 p.m. Every 15 minutes

12.45 p.m. to 1.15 p.m. Every 10 minutes

1.15 p.m. to 1.45 p.m. Every 15 minutes

1.45 p.m. to 2.15 p.m. Every 10 minutes

2.15 p.m. to 3.00 p.m. Every 15 minutes

3.00 p.m. to 3.10 p.m. Every 10 minutes

3.10 p.m. to 3.30 p.m. Every 10 minutes

3.30 p.m. to 3.45 p.m. Every 10 minutes

3.45 p.m. to 4.00 p.m. Every 15 minutes

4.00 p.m. to 4.10 p.m. Every 10 minutes

4.10 p.m. to 4.30 p.m. Every 10 minutes

4.30 p.m. to 4.45 p.m. Every 10 minutes

4.45 p.m. to 5.00 p.m. Every 15 minutes

5.00 p.m. to 5.10 p.m. Every 10 minutes

5.10 p.m. to 5.30 p.m. Every 10 minutes

5.30 p.m. to 5.45 p.m. Every 10 minutes

5.45 p.m. to 6.00 p.m. Every 15 minutes

6.00 p.m. to 6.10 p.m. Every 10 minutes

6.10 p.m. to 6.30 p.m. Every 10 minutes

6.30 p.m. to 6.45 p.m. Every 10 minutes

6.45 p.m. to 7.00 p.m. Every 15 minutes

7.00 p.m. to 7.10 p.m. Every 10 minutes

7.10 p.m. to 7.30 p.m. Every 10 minutes

7.30 p.m. to 7.45 p.m. Every 10 minutes

7.45 p.m. to 8.00 p.m. Every 15 minutes

8.00 p.m. to 8.10 p.m. Every 10 minutes

8.10 p.m. to 8.30 p.m. Every 10 minutes

8.30 p.m. to 8.45 p.m. Every 10 minutes

8.45 p.m. to 9.00 p.m. Every 15 minutes

9.00 p.m. to 9.10 p.m. Every 10 minutes

9.10 p.m. to 9.30 p.m. Every 10 minutes

9.30 p.m. to 9.45 p.m. Every 10 minutes

9.45 p.m. to 10.00 p.m. Every 15 minutes

10.00 p.m. to 10.10 p.m. Every 10 minutes

10.10 p.m. to 10.30 p.m. Every 10 minutes

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11.30 p.m. to 11.45 p.m. Every 10 minutes

11.45 p.m. to 12.00 p.m. Every 15 minutes

12.00 p.m. to 12.10 p.m. Every 10 minutes

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12.30 p.m. to 12.45 p.m. Every 10 minutes

12.45 p.m. to 1.00 p.m. Every 15 minutes

1.00 p.m. to 1.10 p.m. Every 10 minutes

1.10 p.m. to 1.30 p.m. Every 10 minutes

1.30 p.m. to 1.45 p.m. Every 10 minutes

1.45 p.m. to 2.00 p.m. Every 15 minutes

2.00 p.m. to 2.10 p.m. Every 10 minutes

2.10 p.m. to 2.30 p.m. Every 10 minutes

2.30 p.m. to 2.45 p.m. Every 10 minutes

2.45 p.m. to 3.00 p.m. Every 15 minutes

3.00 p.m. to 3.10 p.m. Every 10 minutes

3.10 p.m. to 3.30 p.m. Every 10 minutes

3.30 p.m. to 3.45 p.m. Every 10 minutes

3.45 p.m. to 4.00 p.m. Every 15 minutes

4.00 p.m. to 4.10 p.m. Every 10 minutes

4.10 p.m. to 4.30 p.m. Every 10 minutes

4.30 p.m. to 4.45 p.m. Every 10 minutes

4.45 p.m. to 5.00 p.m. Every 15 minutes

5.00 p.m. to 5.10 p.m. Every 10 minutes

5.10 p.m. to 5.30 p.m. Every 10 minutes

5.30 p.m. to 5.45 p.m. Every 10 minutes

5.45 p.m. to 6.00 p.m. Every 15 minutes

6.00 p.m. to 6.10 p.m. Every 10 minutes

THURSDAY, APRIL 30, 1914.

INTIMATIONS

VICHY
NATURAL MINERAL WATER
FRENCH GOVERNMENT'S Springs
VICHY CELESTINS
In bottles and for kidney and kindred troubles, bladder trouble, Gout, Gravel, Arthritis, VICHY GRANDE-GRILLE For Liver troubles and Biliousness.
VICHY HOPITAL For Indigestion.
NEVER SUBSTITUTES. MENTION NAME OF SPRING REQUIRED.
VICHY-ETAT PREPARATIONS
VICHY-ETAT SALT Natural salt from the waters. In this and bottles.
VICHY-ETAT TABLETS 1 or 2 after meals make digestion easy.
VICHY-ETAT COMPOUNDS to make your own digestive aerated water.

SAINT-RAPHAEL
TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.
Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.
DOSE: One wine-glass after the two principal meals.
Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:
(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) A METAL SEAL ADVERTISING CLETEAS.
is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.
CHATELAIN & Co., VIN SAINT-RAPHAEL, Valence (Dr. de France).
CALDECK, MACGREGOR & Co., Hongkong.

MEDICINE IN CHINA.

(Continued from page 4.)

unlike medicine is practised, is also main-tained. Again, in the army, medical work is divided between two classes of army surgeons—the western-trained and the native-trained. Those supposed to be suffering from internal complaints are treated by the latter, while wounds and abscesses are relegated to the former. By this means not only is double expense incurred, but on the face of it the method is absurd. Either modern medical methods are superior to the old methods, or the old methods are superior to the modern. If old methods are better they should be retained, and the modern methods abolished. If, on the other hand, modern methods are better—and this has been proved in all up-to-date countries, including Japan, whose people used to have the same ideas as ours—they should be wholly adopted and steps should be taken for a gradual mor-phing of the old into the new. As is well known, many of the drugs used by native practitioners show excellent results in certain diseases, and some of the methods of treatment used by them are satisfactory. But in the majority of cases, the treatment is purely empiric, and for these drugs and methods to give the greatest benefit they must be thoroughly investigated and their mode of action accurately ascertained.

Again, the western-trained doctor in China is neither treated fairly nor encouraged to be up-to-date. When a foreign practitioner is asked to attend a case payment is duly accorded him, but a Chinese western-trained man seldom receives any fee for even the most skill-ful treatment. The results of his hy-pnotic work are compared not with methods superior to his own, with a view to healthy rivalry, but with inferior methods. Thus he becomes misled in time into a belief of having reached the ideal and entertains no incentive to im-prove in his profession. Very few of the graduates of the present medical institutions in China are as yet able to perform other than minor operations. Abdominal operations are seldom at-tempted even when urgently needed to save life, and brain surgery is unknown.

RECORD SHIPBUILDING.

The Era of the Mammoth Liner.

Rear-Admiral the Marquis of Bristol, in his presidential address to the In-stitute of Naval Architects at the Royal Society of Arts, on April 1, said that the world-wide interest taken at the present time in questions relating to ship-building was a significant proof of the deep and far-reaching influence exerted by that branch of engineering upon the commercial and industrial development of nations.

During the past year there had been a record output of merchant ships, namely, 1,932,000 tons, and of warships over 271,000 tons, giving a grand total of 2,203,000 tons. The activity which had manifested itself in British yards during the past year had been reflected in those of most of our foreign com-petitors, and for the whole world the total output exceeded 4,000,000 tons, which also constituted the highest on record. The percentage of the total merchant tonnage launched in the United King-dom, as compared to the world's output, had fallen from 68 per cent. in 1911 to 55 per cent. in 1913; while the output

GIRL FOR THE NAVY.

How Her Attempt to Enlist in America Failed.

A dapper young person of clean cut appearance and a man about-town air appeared at the navy recruiting station at 133, West Twenty-third street, and applied for enlistment papers for the Hospital Corps, the New York Herald says. The chief quarter-master, whose duty it is to take charge of applicants, ushered the stranger into the examination room.

The preliminary blank was signed in due order, according to the story created by the Express, and a physician's certificate was presented which stated that the bearer, Charles J. Hines, of 144, Mill-street, Brooklyn, was in good physical condition. The mental tests were passed and 100 per cent. was given for eyesight, a test which usually proves a stumbling-block for ap-plicants.

LOSING WEIGHT BY THE POUND.

"Under Weight," a condition of ill-health, shows your assimila-tive powers are decreasing.

WATERBURY'S METABOLIZED-COD LIVER OIL COMPOUND.

Supplies the blood with the wanted cod-liver oil and healthy flesh building materials. Very palatable.

See Dr. J. C. Waterbury.

Don't forget the name, Waterbury's Metabolized-Cod Liver Oil Compound.

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THEATRE ROYAL

HONGKONG

FOR SEVEN NIGHTS ONLY

Commencing TO-NIGHT, April 30.

Maurice E. Bandmann presents the

newly organized

BANDMANN

OPERA CO.

"CHIOH DELPHINE"

From the Shattsbury Theatre, London.

FRIDAY, May 1st

"THE LAUGHING HUSBAND"

(Der Lachende Ehemann)

From the New Theatre, London.

SATURDAY, May 2nd

"STEP THIS WAY"

With New and Original Features.

MONDAY, May 4th

"THE MARRIAGE MARKET"

From Daly's Theatre, London.

TUESDAY, May 5th

"THE BALKAN PRINCESS"

From the Prince of Wales Theatre, London.

WEDNESDAY, May 6th

"THE GIRL IN THE TAXI"

From the Lyric Theatre, London.

THURSDAY, May 7th

"THE GIRL ON THE FILM"

From the Gaiety Theatre, London.

Boxes open at 8.30 p.m.

Commence at 9 p.m. Sharp.

Plan now open at Moutrie's.

Hongkong, April 30, 1914.

Had increased in two years by 128,000 tons, that of foreign shipbuilders had increased in the aggregate by 554,000 tons.

This growth in the size of individual units had once more been a feature of

increasing ship construction. In ships of 6,000 tons and over, while the yearly average number of such ships during the five years 1908 to 1912 was forty-one, during the past year no less than eighty-four such ships were launched. In ships of 10,000 tons and upwards, the average number of which during the previous five years was eleven, the number for 1913 was twenty-one. Whatever troubles had been experienced with some of the moos-

tor Atlantic liners, there had been no disposition on the part of either owners or builders to slack the difficulties, many of which often arise from the very qual-ity of these large ships.

The progress made in motor-driven ship engineering had been noteworthy, particularly on the Continent. In our own country it had suffered something of a check, the dominant factor being the distribution of the oil supplies of the world, and the uncertainty in the minds of shipowners as to the future of this

industry from the commercial side. Al-though the gradual elimination of me-dianical difficulties was placing the pro-blem of the motor-driven ship of medium size in a much more favourable light than before, yet the question of supplies and cost of oil was still one that needed a more satisfactory answer than could yet be given before owners were likely to embark on a large scale upon the new means of propulsion.

United States Vessels Attached to Asiatic Station.

U. S. submarines

U. S. protected cruiser

U. S. torpedo-boat-destroyer

U. S. gunboat

U. S. torpedo-boat-destroyer

U. S. gunboat

U. S. torpedo-boat-destroyer

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U. S. torpedo-boat-destroyer

U. S. gunboat

U. S. torpedo-boat-destroyer

His Britannic Majesty's Ships on the China Station.

Name	Class	Tons	guns	H.P.	Commander	Last report of
Alacrity	despatch vessel	1650	2	2000	Comdr. Archibald Cochran	Cruising
Admiral by day	river gunboat	710	2	900	Lt. Comdr. V. R. Branding	Hongkong
Bramble	river gunboat	710	2	900	Lt. Comdr. Q. B. Preston-Thomson	Yangtze River
Britannia	river gunboat	1070	4	1400	Capt. M. S. Plesman	Shanghai
Cadmus	torpedo boat-destroyer	560	4	7700	Lieut. Comdr. W. T. England	Cruising
Cherub	water tank and tug	380	—	300	—	Hongkong
Clio	sloop	1070	6	1400	Comdr. Collis Mackenzie, D.S.C.	Shanghai
Colne	torpedo boat-destroyer	550	4	7500	Comdr. Seymour	Cruising
Fame	torpedo boat-destroyer	550	4	7500	Lieut. Comdr. C. M. Blackman	Cruising
Hampshire	crucier, 1st class	10,850	10	20,500	Capt. H. W. Grant	Cruising
Jal	torpedo boat-destroyer	550	4	7500	Lieut. Comdr. G. F. A. Mulock	Cruising
Kanet	torpedo boat-destroyer	550	4	7500	Lieut. Comdr. F. A. H. Russell	Cruising
Kinsh	river gunboat	810	4	1800	Lt. Comdr. E. D. Marryat	Yangtze River
Merlin	sloop	1040	—	—	Lt. Comdr. Gibbes	Labuan
Minotaur	crucier, 1st class	14,800	—	27,000	Capt. E. B. Kiddle	Cruising
Moonsh	crucier, 2nd class	180	2	800	Lt. Com. A. J. Dixon	West River
Newcastle	crucier, 2nd class	4800	12	22,000	Capt. Frederick A. Poles	Cruising
Nightingale	river gunboat	85	2	940	Lieut. Com. Malcolm Murray	Yangtze River
Riddle	river gunboat	85	2	940	Lieut. Comdr. R. W. Wilkinson	Cruising
Rossie	torpedo boat-destroyer	580	—	7500	Lieut. Comdr. F. A. N. Cromie	Cruising
Robin	depot ship, submarine	25	2	240	Lt. Comdr. Nash	Hongkong
Sandpiper	river gunboat	85	2	940	Lt. Com. I. A. S. Ruskoe	West River
Snipe	river gunboat	85	2	940	Lt. Comdr. M. T. K. Maxwell Scott	Yangtze River
Tamar	receiving ship	450	—	—	Commodore R. H. Anstruther, C.M.G.	Hongkong
Teal	river gunboat	180	2	800	Lt. Comdr. S. P. B. Russell	Upper Yangtze River
Thistle	river gunboat	710	2	900	Lt. Com. G. F. L. L. Page	Canton
Triumph	battleship	11,885	12	19,000	Comdr. A. S. Sumner	Hongkong
Uk	torpedo boat-destroyer	590	—	7500	Lt. Comdr. Maxwell	Cruising
Welland	torpedo boat-destroyer	590	—	7500	Lieut. Comdr. C. A. Poignand	Hongkong
Widgeon	river gunboat	195	2	800	Lt. Com. A. J. Landon	Upper Yangtze River
Woodcock	river gunboat	150	2	500	Lt. Com. M. Blackwood	Yangtze River
Woodlark	river gunboat	150	2	500	Lt. Comdr. Lloyd	Yangtze River
Yarmouth	light cruiser	8250	—	22,000	Capt. H. L. Cochran	Hongkong
C.36	submarine	—	—	—	Lt. Comdr. F. J. McGillevie	Cruising
C.37	submarine	—	—	—	Lt. Comdr. J. Gaines	Cruising
C.38	submarine	—	—	—	Lt. Comdr. R. K. C. Pope	Hongkong
.036	torpedo boat	—	—	—	Lt. Comdr. Handley	Hongkong
.038	torpedo boat	—	—	—	Lt. Comdr. Barton	West River
.037	torpedo boat	—	—	—	Lt. Comdr. Wyndham-Quinn	Hongkong
.058	torpedo boat	—	—	—	Lt. Comdr. H. W. Seymour	West River

* Flagship of Vice-Admiral T. H. M. Jerram, K.C.R., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons	guns.	H.P.	Captains.	Last report at
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	—	—	Capt. Makovits	Shanghai
Dupleix †	French armoured cruiser	10,014	30	20,000	Capt. Daveluy	Hongkong
Kleber	French armoured cruiser	9730	12	19,600	Capt. Genty	Saigon
Montcalm	French flagship	9600	—	—	Capt. de Vaisseau	Shanghai
Decidée	French gunboat	445	10	1900	Lieut. Vandier	Saigon
Argus	French river gunboat	180	6	970	Lieut. Dorset	Canton
Vigilante	French gunboat	123	7	600	Lieut. de Jerville	Canton
Paiho	French gunboat	130	—	—	Lieut. Collin	Tientsin
Donsard de Lagree	French gunboat	—	—	—	Lieut. Dupuy Dutemps	Tientsin
† Flagship of Rear-Admiral Colloch de Kerillis, Commander-in Chief, the French China Station.						
Lynx	French sub-marine	—	—	—	Lieut. Boluix	Saigon
Protee	French sub-marine	—	—	—	—	Saigon
* Styx	French armoured gunboat	1798	10	1700	Lieut. Guillaume-Louis	Saigon
Fronda	French destroyer	350	7	300	Lieut. Anrilac	Saigon
Iberville	French destroyer	—	—	—	Capt. de Frigate Roussin	Saigon
Pistolet	French destroyer	130	7	300	Comdr. de Marquessat	Saigon
Mouquet	French destroyer	307	6	300	—	Saigon
Manche	French surveying-ship	1625	10	9000	Comdr. Yoisin	Saigon
* Flagship of Capt. (Commodore) Boucicaut, Commanding the local defence in the China.						
Landan	German cruiser	3600	2	3,500	Capt. v. Reestorf	Saigon
Gaussenau	German armoured cruiser	11,600	—	—	Captain Brumbyhaus	Yangtze
Ilis	German gunboat	900	12	1300	Comdr. v. Gohren	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Vassilow	Tientsin
Leipzig	German cruiser	3350	24	11,000	Capt. Behneke	Tientsin
Lochs	German gunboat	900	10	1350	Comdr. Bendemann	Tientsin
Nürnberg	German cruiser	3400	22	13,500	Capt. Möhrberg	Tientsin
Other	German river gunboat	—	—	—	Capt. Liem. Firs	Tientsin
Scharnhorst	German flagship	11,600	26	24,000	Capt. von Schultz	Tientsin
S. 90	German torpedo-boat	430	8	5500	Capt. Liem. Berenberg	Tientsin
Taka	German torpedo-boat	230	4	6000	Obt. v. S. Olansen	Tientsin
Tiger	German gunboat	900	10	1250	Comdr. Böcker	Tientsin
Tsingtau	German river gunboat	223	4	1300	Capt. von Müller	Canton
Vaterland	German river gunboat	223	4	600	Obt. v. S. Prinz	Shanghai
Olabria	Italian cruiser	2145	—	—	Comdr. Sommi Piccardi	Shanghai
Adamastor	Portuguese cruiser	1757	—	—	Capt. Anibal de S. Dias	Macao
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
		—	—	—	Christon José de Carvalho Orta	Macao

PREVENT DISEASE! DISINFECT with WATSON'S HYGIENOL

A POWERFUL GERMICIDE,
DISINFECTANT & DEODORANT.

PER PINT : 50 CENTS.
PER GALLON : \$2.00

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CHEMISTS BY APPOINTMENT TO H. E. THE GOVERNOR.

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Empress of Japan.

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London, & Continental

Successes.

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WILLIAM POWELL LTD.

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UP-TO-DATE,

COLOURINGS.

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COTTON DRESS

DEPARTMENT.

AN UNIQUE SELECTION.

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O. KAMMING & Co., Ltd.

Chemists and Druggists

GREAT REDUCTIONS IN

PRICES.

PRESCRIPTIONS ACCURATELY

DISPENSED.

Patent Drugs, Patent Medicines, &c.

24, QUEEN'S ROAD, HONGKONG.

Opened on July 22, 1912

MEMOS. FOR TO-DAY.

Bandmann Opera Co.'s Return Visit

Opening night.

8 p.m. Old Alleyway Dinner.

MEMO. FOR TO-MORROW.

Wigman Tennis Club "At Home".

General Memoranda.

SATURDAY, May 2.—

1.30 p.m. V.R.C. Athletic Sports.

Interpret Show: Hongkong fire at

Kowloon.

Royal H.K. Yacht Club's Ladies Day.

SUNDAY, May 3.—

8 a.m.—Excursion to Macao.

Mon. May 4, Tues. 5, and Wed. 6.—

Shanghai Spring Race Meeting.

WEDNESDAY, May 6.—

King's Accession (1914.)

THURSDAY, May 7.—

Telesonation Day, King George V.

R.K. Volunteer Reserves Annual Din-

ner.

SUNDAY, May 10.—

6.30 a.m.—Full moon.

THURSDAY, May 14.—

11.30 a.m.—Hongkong Electric Co's

Meeting.

MONDAY, May 18.—

Canton Insurance Office Meeting.

The China Mail

HONGKONG, THURSDAY, April 30, 1914.

DRAUGHT OF SHIPS ON COST

OF TRANSPORT.

AS to the actual effect of increased

draught on the economy of ships,

Professor Sir John H. Biles recently

gave to the Dominions Commission

some suggestive data. It may be

remembered that, some years ago he

tackled the problem and presented

to the Institution of Naval Architects

a lucid case in favour of increased

depth. His paper on that occasion

took as a basis a 500-ft. cargo-carrier

of 28 ft. draught and 12 knots speed.

By increasing the length of the ship

to 700 ft. without increasing the

draught the actual cost of cargo-

carrying would be increased from 8

cts. to 11.2s. per ton on a 5000 sea-

mile voyage, whereas were the

draught increased in correct ratio to

the length of the ship the cost would

be reduced from 8.6s. in the 500-ft.

ship to 7s. per ton in the case of the

700-ft. steamer. In other words,

advance in size, including depth or

hull, if rendered possible by deeper

channels and harbours, would convert

the loss of 2.6s. in the 700-ft. ship

to a gain of 1.6s., as compared with

the 500-foot ship. Sir John

Biles made further interesting investi-

gations specially for the Dominions

Royal Commission, the type of ship in

this case being a passenger and cargo-

of hull for the restricted draught vessel increased much more rapidly than the displacement. The beam could not be increased in the same ratio as the length, or the stability conditions would be interfered with. Before a great length was reached, the dead weight carried no longer increased as the length of the vessel increased, but began to decrease relatively. Further, the excessive proportion of breadth to draught in the large vessel of restricted draught was bad from the point of view of resistance, and therefore those running costs which depended on the power of the machinery were considerably increased. In this line of reasoning there is full justification for future Britannicas, especially if, as Lord Pirrie rightly points out, harbours are developed to suit the real economic needs.

Lord Pirrie pleaded for an increase in depth of harbours to at least 45 ft., but in Professor Biles's 1000-ft. ship the actual draught works out at 57 ft. 6 in. if the fullest desirable draught is to be adopted. If the draught cannot be varied as the liner dimensions, the fullest economy cannot be realised. For instance, assuming that a harbour had a working draught of 40 ft., as suggested by Lord Pirrie as immediately necessary, the dimensions corresponding to this draught for a 14-knot ship would be about 700 ft. by 67 ft. by 71 ft. 4 in. depth. Were the dimensions increased without augmentation of draught, the cost of carrying cargo would be rapidly increased, and thus it becomes interesting to investigate the most economical length for ships of a given speed. In the case of a 12-knot purely cargo ship there would, according to Sir John Biles, be no appreciable variation between 700 ft. and 800 ft. In a 14-knot vessel the economical length would be 700 ft. if there were no revenue from passengers; but if the vessel were full of passengers a 1000-ft. ship would be as economical as a 750-ft. vessel if possible reductions could be made in the weight of hull of the former due to improvements in construction. At 17 knots the economical length for cargo-carrying without passengers would be 800 ft., and with passengers a 1000-ft. ship. For a 20-knot speed, the most economical length would be about 950 ft. for cargo revenue only, so that a 1000-ft. ship, when carrying passenger, would certainly not, in Sir John's view, be above the economical length. A 1000-ft. ship required a draught of 57 ft. 6 in. if the correct proportions be adopted. No doubt some reduction in this draught would result from a reduction in the weight of structure, but Sir John seemed to think that it was not unreasonable to predict that within twenty or thirty years a depth of harbour of 60 ft. could be profitably employed.

NEWS OF THE DAY.

LOCAL AND GENERAL.

The French cruiser Duplex sailed this

morning.

Seven opium smokers were before Mr.

Wood to-day on charges of using an opium

divan. The first defendant, who was be-

lieved to be the keeper, was fined \$100 and

the others \$2 each.

A private rickshaw, standing out-

side the Weismann cafe, was charged

before Mr. Melbourne to-day with causing

an obstruction, and with refusing to give

his name and address. He was fined 50

cents.

The steamer *Amyris*, belonging to the

Hamburg-America Line, has been sold to

Japanese buyers for about \$2,500. She is

of 2,530 tons gross and 1,544 tons net

register, and was built at Hamburg in

1889, with dimensions 321.2 ft. by 40.3 ft.

by 23.4 ft.

A marriage has been arranged between

Robert Campbell (Craigish), of the

Board of Education, eldest surviving

son of the late James Duncan Campbell

(Craigish), C.M.G., of the Chinese Im-

perial Maritime Customs, and Miss Mary

Ley, eldest daughter of R. E. Mitcheson,

Assistant Secretary, Board of Education,

and Mrs. Mitcheson, 46, Ledbroke-square.

The Seventh National Shoe and

Leather Market fair and the International

Shoe and Leather Week will be held in

Boston, Mass., July 8th to 15th, 1914.

The object of the Fair will be to exhibit

samples of American shoes, leather, other

leather goods, also shoe and leather

machinery and supplies. Local dealers

and manufacturers are cordially invited to

attend the fair and submit samples if they

care to do so.

TAI ON HEROES.

THANKED BY THE GOVERNOR.

Strong Government Action

Foreshadowed.

At Government House this morning

H.E. the Governor, Sir Henry May,

K.C.M.G., received the three heroes who

offered such a stout resistance to the pirates

on the Tai On—Capt. Weatherell, Chief

Engineer McCartney and the Portuguese

guard Diaz and thanked them on behalf

of the Government and himself for their

protection of the British flag. His Excellency

in the course of his speech foreshadowed

the adoption by the Government of a strong

policy to prevent the repetition of such

piratical outrages.

The reception took place in the drawing

room, His Excellency being attended by

Capt. Almon, A.D.C., Hon. Mr. Claud

Servan, Colonial Secretary, and the Hon.

Mr. M. of Messer, Captain Superintendent

of Police.

Having welcomed the three officers His

Excellency addressed them as follows:

Gentlemen, I just wanted to say to you at

the earliest possible moment how much I

and the Hongkong Government appreciate

your services on the occasion of this

piratical attack. This is not, of course the

only way your services will be recognised.

We will do more for you within reason

than what I am going to do to-day. This

is merely an informal expression of my

admiration of your conduct and of the

thanks of the Government for protecting

the British flag and the passengers who

were entrusted to your care.

I have seen it stated that resistance to

these pirates is merely bungling and that

the best thing for the officers and crews to do

was to put up their hands and let the miscreants

work their will on the ship. Well, that is

not my idea of the duty of Englishmen

who have the honour to watch over ships,

which even though they may be owned by

Chinese who are probably not British sub-

jects are British registered and fly the

British flag. The Government on the last

occasion of the pirating of the Tai On took

certain measures to give the officers a

chance they had never had before of holding

their own, and I am proud that on the

first occasion upon which the British officers

got a chance they held their own to such

good effect that they repelled this

strenuous attack, though they were greatly

out-numbered.

It is terrible to think that these de-

vils are no better than devil-set fires

to the ship in order to make good their

escape and I only hope and pray that every

single one of them has either met his

death, or will be brought to justice. They

deserve no mercy for their brutal conduct,

which has led to such terrible loss of life.

I can tell you that this Government will

do something to prevent a recurrence of

such an act as that enacted upon the

Tai On. You know as well as I do with

the number of Chinese boarding these

vessels and the facilities there are for

arming them, but still it has got to be

done, and will have to be done no

matter what trouble it entails, or what

money it costs, because I am not going to

have the British flag insulted by a

pirate, or the Chinese community, Captain

Weatherell, I will read you an official letter I

have had addressed to you by the Govern-

ment as a small expression of our appre-

ciation of what you did.

"R. H. Weatherell Esq., Master, s.s. Tai

On. Sir, I am directed to inform you that

your spirited action on the occasion of the

piratical attack on board the steamer 'Tai

THE "TAI ON" PIRACY.

DEATH OF A SUSPECTED

PIRATE.

At 7.45 last night, at the Government

Civil Hospital, a Chinese named Loung

Ping Wan, who was removed to the institu-

tion suffering from burns, died. He was

suspected as being a pirate on board the

s.s. "Tai On." Another suspected pirate

is at present confined in the hospital and

his condition is critical. He has also been

burnt.

The Water Police have only 13 persons

in custody, the remainder of the 180

detained having been released on their

own personal bond or on that of friends

and relatives. In some cases those coming

forward as guarantors were high class

Chinese families of Hongkong. The

thirteen detained have so far been unable

to give a satisfactory account of themselves.

CANTON'S MILITARY

GOVERNOR ARRIVES.

Lung Kan K'ung, Military Governor

of Canton, and Resident Commissioner and

brother of the Governor General and

Tatoh of Canton City, arrived in the

harbour this morning on one of the

Chinese battleships. The usual salutes

were exchanged and the distinguished

visitor was received by Capt. Allison, the

Governor's aide-de-camp and Major

Stewart, General staff officer. The guard

of honour, drawn from the Duke of

Cornwall, was inspected and then General

K'ung, escorted to Government House

where he was received by H.E. the

Governor and partook of tiffin. General

K'ung will be entertained to tea at the

Chinese Club and to-morrow he will be

the guest of the Chinese community.

Special police precautions were taken to

ensure the safety of the visitor, it being

believed that all the ludo go on duty at

the pier and along the route to Govern-

ment House were armed with revolvers.

Happily no untoward incident occurred.

THE OIL FIRE.

Theory of its Origin.

The oil tank fire at the Standard Oil

Company's premises at Lai-Chi-Kok burnt

itself out during the night. A representa-

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE ULSTER PROBLEM.

MR. CHURCHILL'S CONCILIATORY SPEECH.

The Debate Resumed.

LONDON, April 29. Mr. Churchill, concluding his speech, appealed to Sir Edward Carson, who was running the risk of strife, to run the risk for peace, adding, "I am running some little risk in what I now say." He defended the right of the Government to send troops to Ulster, to arrest the leaders, and to take other drastic measures, but it was inadvisable in the circumstances with which they had had to deal. He asked the House, even at that late period, to seek a better solution of the problem than civil war. He alluded to the anxiety that was felt by every friendly country owing to the belief that the balance of power would be presently changed. Foreign countries did not realise that external difficulties would dislodge internal dissensions. It was feasible at the higher call to patriotism, why not at the call of internal unity? He accused those who were preparing for civil war of having other purposes in wanting to subvert the regular system of Parliamentary Government. The Government would not use force until force was used against the representatives of law and order.

A Dramatic Debate.

The debate, which was subsequently adjourned, was of a most dramatic nature, beginning with passionate temper and ending in a renewal of the talk of a settlement.

Sir E. Carson should have followed Mr. Churchill but did not speak, retiring to consult his colleagues.

Great importance is attached in the Lobby to Mr. Churchill's peroration. It is considered that the suggestion, however vague, is an advance on the Government's original proposals, and indicates that the Government is feeling the way towards a federal solution of the matter.

The Nationalists Complacent.

Though Radicals are alarmed at Mr. Churchill's suggestion, which they regard as equivalent to responding to "a grave and unprecedented outrage" with an offer of a new concession, there is a disposition to wait the amplification of an offer which Mr. Asquith is expected to furnish. The Nationalists, to whose persuasions the Government's non-adoption of retaliatory measures in the matter of the gun-running is attributed, regard the position with complacency.

Making for Peace.

Captain Craig, interviewed on the subject of Mr. Churchill's speech, expressed the opinion that it was the most important advance in the interests of peace which had yet been made, and he confidently expects further negotiations with the leaders.

Mr. Redmond is quoted in the *Daily Mail* as having said, "If Sir Edward Carson does what Mr. Churchill suggests I will try to effect an honourable settlement."

A "Peaceful" Press.

The papers strike a much more peaceful note to-day with the denials of stories of Nationalist gun-running and of the troops in Ireland demanding conditions of service, and generally there is a friendly reception of Mr. Churchill's offer.

LATER.

Cabinet Meeting.

Another meeting of the Cabinet will be held to-day.

Battle Squadron? At Belfast Lough.

The Third Battle Squadron has arrived at Belfast Lough.

A False Alarm.

There was intense excitement in Belfast on the Squadron being sighted. It, however, turned out to be a cruiser and ten destroyers.

"Thank You."

The Ulsterites saluted and signalled "Welcome" to which the cruiser replied "Thank you."

Nationalist Guns.

Despite denials of the coast guards, the Nationalists maintain that arms were landed at a cave at Lough Swilly.

Mr. Churchill's "Offer."

In the House of Commons, Mr. Asquith emphasised that Mr. Churchill's offer was on "his own account,

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

TERRIBLE MINE DISASTER IN AMERICA.

203 PERISH.

LONDON, April 30. As the result of explosions in a coal mine at Eccles, West Virginia, 203 perished. The mine was soon ablaze, and rescuees were impossible.

DUKE OF ARGYLL SERIOUSLY ILL.

LONDON, April 30. The Duke of Argyll is suffering from double pneumonia, and his condition is serious.

HOME RACING.

RESULT OF THE TWO THOUSAND.

LONDON, April 29. The race for the Two Thousand Guineas (1 mile) which was run at Newmarket to-day resulted as follows:—

Sir John Thynne's Kennymore (Stew.) 1
Tal. Londonderry's Coreya (O'Neill) 2
Mr. J. B. Joel's Black Jester (Randall) 3
Won by a short head. Two lengths separated second and third.

Sir E. Cassel's Hapsburg (Rickaby) was fourth.

The betting on the course on the first three was 2 to 1 against Kennymore, 7 to 2 Coreya, 20 to 1 Black Jester.

Also ran: Sunny Lake (H. Jones), Truis Temps (Whalley), Courageous (F. Bullock), By George! (Hunter), Sgoroi (Hewitt), Pabonion (Earl), Evansdale (W. Huxley), St. Cyr (Walter Griggs), Land of Song (Donoghue), Anglesey (Saxby), Cincinnati (Whitely), My Prince (William Griggs), Sir Roger (Clark), Carrickfergus (Fox).

The Race.

Kennymore, Coreya, Black Jester and Hapsburg were leading the field all the way, the favourite winning a grand race by a short head only. Hapsburg was fourth. The time was 1min. 38secs.

[Note.—Kennymore a 3-year-old bay colt by John O'Gaunt-Croceum was only tried late last season in two events, running third in the Middle Park Plate (6 fms.) to Coreya and Stormway and winning the Devonport Plate (7 fms.) beating Coreya, Carrickfergus and four others. He is a candidate for the Derby (May 2) but not the St. Leger, and has a number of other engagements before him for which he has been entered, 21 in all.

Last year the result was Louisa, Cragmour, Meeting House and other winners since 1907 were Silver Callion, Norman III, Minora, Neil Gow, Sunstar, and Sweeper II.

It is interesting to note that neither of Mr. Ballion's two candidates, Stormway and Longtown, ran, both of which won races as two-year-olds; the former won seven times out of ten attempts, was twice second and once fourth; and the latter won twice and was placed four other times.—[En.]

THE "FANNY'S" CONSIGNMENT.

LONDON, April 29. The *National Zeitung* states, says Reuter's Berlin correspondent, that the *Fanny's* consignment to Ulster was 30,000 American small calibre rifles and 3,000,000 cartridges.

MR. ROOSEVELT'S LATEST DISCOVERY.

LONDON, April 29. Mr. Roosevelt's expedition has not explored Brazil, but it has discovered a tribe of unknown naked savages.

ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospital:—

Kanama & Co. ... £10

Eleven Chinese were charged before Mr. Wood this morning by Inspector McHardy with gambling in a house at Wanchai. The keeper was fined \$75 and the remainder \$4 each.

Notice is given that a beacon, painted red and exhibiting a red unclassified light has been established to mark the end of the spit that extends to the south-eastward from Pedder Island and the northern side of the channel at the eastern entrance to the Whangpoo Channel, Canton River. The beacon is in 7 feet of water, at low water of spring tides, and from it the eastern side of the Whangpoo Dock gate bears S. 38° E., magnetic, distance 2.17 cables.

A PARENT'S DUTY.

YOUR boy is always getting scratched or cut or bruised. Because these wounds have healed all right, is no sign that they are ill. Get a bottle of Chamberlain's Pain-Balm and see that every injury is cared for immediately. It cures everything, and blood poisons are the danger of a disease. For sale by all Chemists and Druggists.

HONGKONG EXPORTERS AND DEALERS.

HUMAN HAIR FOR FALSE PACKING.

Mr. F. Devington (Bradley and Co.) presided at the annual general meeting of the Association of Exporters and Dealers of Hongkong, held last night in the old Chamber of Commerce Room at the City Hall. The firms represented were: Jardine, Matheson and Co. (Mr. A. Phipps), McAlister and Co. (Mr. A. Winter), Arnhold, Karberg and Co. (Mr. L. V. Langstein), Siemens and Co. (Mr. F. Davidson), Reiss and Co. (Mr. W. Singlet), W. G. Humphreys and Co. (Mr. W. M. Humphreys), Union Trading Co. (Mr. Ho Yee Tai), G. Martini (Mr. G. A. Bonn), Harry Wicking and Co. (Mr. J. Owen Hughes), Jensen and Co. (Mr. J. Helms), Tung On Lee (Mr. Un Kam Wai), Wends and Co. (Mr. W. A. Hummish), Gilman and Co. (Messrs. C. N. G. Walker and G. Miskin), U. Runjulu and Co. (Mr. U. Runjulu), along with the Secretary, Mr. E. A. M. Williams.

CHAIRMAN'S ADDRESS.

The Chairman said: As will be seen from the report, your committee during the past year has had considerable correspondence with the different ports and cities of the world and I think that their labours have not been altogether in vain. As might be expected with a young institution such as ours, several difficulties and obstacles have been encountered but I think that some material progress has been made in establishing the Association as a factor in the protection and furtherance of Far Eastern commerce with the different markets of the world.

Special attention has been paid to wood oil, and in the report you will find some very useful information in regard to the different methods used for testing good oil. The information now placed at your disposal, should be of considerable use as practically all the tests required by the different markets are shown. The Association's thanks are due to the Government Analyst, Mr. Browne, for his valuable assistance and help in this connection. I would mention that exporters of wood oil can have their shipments tested by the Government Analyst at a reasonable fee.

There was some trouble occasioned during the past year in cases of business on account of London buyers insisting upon the clause "Guaranteed free of resin" being inserted in all contracts for casia oil 80/85 per cent. This matter was taken by your committee and as a result of their enquiries, and as also the Government Analyst gave it his opinion that it was not possible to exclude the presence of traces of resin from the oil under the present conditions of production, your committee issued a circular to members advising them not to agree to the insertion of the clause above mentioned. As exporters are not able to buy casia oil 80/85 per cent. from dealers with the clause "guaranteed free of resin" it stands to reason that they cannot agree to the terms put forward by London.

Doubtless many of the exporters of Hongkong have had occasion at one time or other to complain of the clause in arbitration contracts of "inferiority of quality." Your committee took this matter with the General Produce/Brokers Association of London, but I regret to say that the reply from this association cannot be regarded as satisfactory by your committee. Shanghai have also taken up this matter and have written to the General Produce/Brokers Association of London pointing out that the arbitrators are brokers and that the Appeal Committee also consists of brokers, and suggesting that a greater feeling of confidence in the justice of their awards would be felt by China and Hongkong merchants if one of the arbitrators was a merchant. Your committee have written supporting and endorsing the Shanghai letter and as this movement in regard to the deletion of the words "inferiority of quality" is also supported by the Coast Port Chambers of Commerce, it is to be hoped that some satisfactory settlement may be arrived at during this year.

It is thought that if some fuller explanation was contained in the arbitration award, that this would help dealers and exporters to guard against the repetition of faults in future shipments.

It is greatly to be regretted that the Association does not receive a wider support from the Chinese exporters, and dealers of Hongkong. We all know that the Chinese are a very conservative race, and that it takes some time before they will thoroughly give their support to any innovation, but it is to be hoped that it will not be long before our Chinese friends come to the conclusion that the Association is as much for their own interests as for the exporter, whether foreign or Chinese. The Association is of course for the benefit of all the members thereof, and the larger the membership, the greater the potential benefit to the export trade of Hongkong and China.

I regret to say that the adulteration of essential oils appears to be on the increase and also the insertion of extraneous matter and false packing in Chinese produce such as human hair, etc. This is having a most serious effect upon the export trade and your committee cannot but think that if more of our Chinese friends would join the Association and take an intelligent interest in it, that they would prove a great help in helping the Association to impress upon all suppliers of Chinese produce the necessity for always supplying and shipping goods up to standard. The committee have already had the matter of adulteration of essential oils under discussion, and do doubt the hon. committee will now

DRESS IN A DUST BIN.

Madame Fitch dress maker, Des Voeux Road, Hongkong, was the complainant in a charge of theft in Mr. Malboirne's Court, this morning. Mr. Wilson prosecuted.

Evidence by Miss Stephens, the complainant's manageress, was to the effect that a silk dress and some cotton material were handed to the tailor Ah Wing to be "made up" and defendant was alleged to have taken the dress and endeavoured to sell it. He was unsuccessful and was seen to place the dress wrapped in a piece of brown paper in a dust bin.

Ah Wing, the tailor, said he missed the dress from the wardrobe and reported it. Another witness saw defendant drop the parcel on the dust bin.

The case was adjourned until to-morrow at 11 a.m.

CORRESPONDENCE.

[We do not necessarily acquiesce in opinions expressed by correspondents.—Ed.]

HARBOR DEPARTMENT CRITICISED.

(To the Editor of the "China Mail.")

Sir,—Surely the Hon. Mr. Hewett's strong condemnation of the Harbour Department at the annual meeting of the Chamber of Commerce reported in your issue of yesterday has something more at the back of it than the innocent suggestion put forward by that department of having all steam launches in the harbour licensed.

I think that the Hon. Mr. Hewett must agree that the license fee paid by owners of steam launches is a rent for the use of the waters of the Colony, and the survey certificate attached a guarantee for the safety of the public. I shall take two launches running in the harbour, the "Jennette" and the "Hongkong Hotel," both vessels meet the P. and O. Mail, and both carry passengers to and from the shore, one is licensed the other is not. Why?

I will take two more, the "Star" and the "Mitei," both tow in the harbour, one is licensed the other is not. Why?

The Hon. Mr. Hewett, C.M.G., might explain, he insists in making the laws of the Colony.

OBSERVER.

their best endeavours towards remedying the evil and establishing at the same time a proper basis for future business in the same way as has been done during the past year with regard to wood oil.

We should also like to see our Canton friends forming a like Association to ours or having a special subsection of their Chamber of Commerce to deal with the export trade as we think this would help the interests of the export trade of South China.

I am glad to say that the hope I expressed on our last annual meeting, that at the end of 1913 we should have been able to pay all our initial expenses has been realised.

The adoption of the report and accounts was then moved from the chair.

ASSOCIATION'S EXISTENCE JUSTIFIED.

Mr. J. Owen Hughes in seconding said: It gives me great pleasure to second the adoption of the reports and accounts. I would like to take this opportunity to congratulate the Chairman, Committee and Secretary on the excellent work accomplished during the year. The report is most interesting reading, and shows that a vast amount of work and careful thought has been given to the affairs of this Association by the General Committee. They have made our existence known throughout the Far East as well as to the principal commercial centres of the world, and it cannot be doubted that with the same care given by future Committees as has been given by these gentlemen, the Association will eventually be of incalculable benefit to its members. The work done in connection with the export of Wood Oil alone fully justifies the existence of our Association, and the Committee are to be congratulated on the fact that, mainly through their efforts, a recognised standard test for this oil has now been arrived at—and particularly that this test can be made by the Government Analyst of Hongkong at a small cost. I fully endorse our Chairman's remarks that our thanks are due to Mr. Browne for his help in this connection, and would go further and say, that merchant firms who have occasionally to consult an expert analyst are exceedingly fortunate in having such a courteous and obliging official as Mr. Frank Browne to go to. It is highly gratifying to know that Government recognises the need of this Colony as an important exporting centre by extending its laboratories for commercial work, and I hope the time is not far off when this Association will be able to arrive at an acceptable standard for all such produce as is exported from this port, and that we shall be able to obtain the "Hall Mark" of the Government on such goods, and so reduce, if not put an end to, the abnormal claims that have now to be faced. In our present Government, Sir Henry May, we have one who will, I am sure, render this Association his assistance and support. It must be obvious that individual action alone will avail nothing with such a strong organization as the London Produce Association, and their action in the matter of this vague expression "inferiority of quality" is much to be regretted.

LANE, CRAWFORD and Co.

(TELEPHONE 87.)

NEW SUMMER GOODS NOW SHOWING

SUN HELMETS

IN PITH, CORK, FELT & RUBBER

FROM \$4.50 EACH

NEW SHAPES IN

DOUBLE COLLARS

1 1/2, 1 3/4, 2, 2 1/4, & 2 1/2 INCHES HIGH

ALL SIZES \$4.50 PER DOZEN

LEATHER BELTS

NON-RUST BUCKLES

FROM \$1.50 EACH

NEW SHIRTS, TIES, ETC.

LANE, CRAWFORD & CO.

WHITEAWAY, LAIDLAW & Co., Ltd.

Are now showing the very latest novelties in Men's Wear. Our prices will appeal to you.



Cawnpore twill vyjamas,

made of fine Indian Cotton,

will wear splendidly, in neat

blue and pink pin stripes.

\$3.75 Suit

White web belts

(Width 1 1/2" 1 3/4" 2")

will wash excellently.

Prices 80 cts

90 cts. 1.00 each.

WHITEAWAY, LAIDLAW & Co. Ltd. 21 Des Voeux Road.



TETE-A TETE

Pardon my mentioning the

matter but didn't you order

a WHISKY-TANSAN for yourself and TANSAN

LEMONADE for me. "Yes and that's what we've

got and not only that it's WILKINSON'S the

one and only GENUINE TANSAN on the Market.

The best people want the best things you know!

Ahem!" "Ha! Ha! It's all right, then I shall always

insist on getting the Genuine Article in future.

SOLE AGENTS

Gande, Price & Co., Ltd.,

WINE MERCHANTS

8, Queen's Road Central.

Tel. No. 135

HONGKONG

SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON

TAKING PASSENGERS ALSO TO

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer ← ORIENTAL leaves YOKOHAMA	STEAMERS to COLOMBO	Leave SHANG HAI	Leave HONG- KONG to MARBELLA and LONDON	Connecting Steamer from COLOMBO and LONDON	Due at MARSEI- LLE	Due at PLYMOUTH (London 1 day later)
p.m. Thurs. Apr. 30	ASSAYE	p.m. Tues. May 5	noon Satur. May 9	MOULTAN	Friday June 5 Saturday June 20	Thursday June 11 Friday June 26
May 14	INDIA	May 15	May 20	MOREA	June 20	June 26
May 28	DEVANHA	June 25	June 30	MAJALINGA	July 4	July 10
June 11	DELTA	June 16	June 20	MARMORA	July 18	July 24
June 25	HIMALAYA	June 30	July 4	MOLDAVIA	Aug. 1	Aug. 7
July 9	ASSAYE	July 14	July 19	MEDINA	Aug. 15	Aug. 21
July 23	DEVANHA	July 28	Aug. 1	MONGOLIA	Aug. 25	Sept. 1
Aug. 8	CHINA	Aug. 11	Aug. 15	EGYPT	Sept. 12	Sept. 18

SPECIAL LIQUEURS

Pints and Quarts.

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ASK
SPECIALLY
FOR
MACKIE'S
Heart
Tonic
Digestive
and
Non-gouty

WHITE HORSE
WHISKY.

\$20 DOZ
Including
duty.

LANE, CRAWFORD & CO.
SOLE AGENTS.

To-day's Advertisements

To-day's Advertisements

Don't fail to read
THE AWAKENING,
AND
THE TEN PERCENTER

in the May issue of
**THE HONGKONG
MAGAZINE.**

On sale May 1st.
by Messrs. Kelly & Walsh, Ltd.
Brewer & Company,
Sayer & Company,
Star Ferry News Depot,
AND
Peak Tram Station News Depot.
Hongkong, April 30, 1914 549

TO LET.
"ORMSBY TERRACE"
Granville Road, Kowloon.
Apply to—
SPANISH DOMINICAN
PROCURATOR.
Hongkong, April 30, 1914. 547

NOTICE TO CONSIGNEES.
FROM EUROPE.

THE H. A. L. STEAMSHIP
FURST BULOW.
Captain F. JAKOB, having arrived, Con-
signees of Cargo are hereby informed that
their goods are being landed and placed
at their risk in the hazardous and/or extra-
ordinary conditions of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
whenever delivery may be obtained
against Bills of Lading countersigned by the
Undersigned.

Optional cargo will be carried on un-
der notice to the contrary be given TO-DAY.
All claims must be presented within ten
days of the steamer's arrival here after
which date they cannot be recognized.
No claims will be admitted after the 6th May,
which date they cannot be recognized.
All Broken, Chafed, and Damaged Goods
must be left in the Godowns, where they
will be examined on the 6th May at
2.30 p.m.

No Fire Insurance will be effected by us
in any case whatever.
This steamer brings cargo—
Ex a.s. From from Abu.
Ex a.s. Bjura from Drammen.
Ex a.s. Saphora from Bordeaux.
Ex a.s. Germania from Götting.
Ex a.s. Bruma from Sicily.
Ex a.s. Jelo from Drammen.
HAMBURG-AMERIKA LINE
Hongkong Office.
Hongkong, April 30, 1914. 550

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD
BRAMEN.

NOTICE TO CONSIGNEES.

THE STEAMSHIP
LUTZOW,
having arrived, Consignees of cargo are
hereby informed that their goods, with the
exception of Opium, Tobacco and Val-
ables, are being landed and stored at their
risk in the hazardous and/or extra-
ordinary conditions of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
Kowloon and West Point Godowns, where
delivery may be obtained.
Optional cargo will be forwarded on
unless intimation is received from the Con-
signee before noon to-day requesting it.
No claims will be admitted after the 6th
May, which date they cannot be recognized.
All Broken, Chafed and Damaged Goods
must be left in the Godowns, where they
will be examined on the 6th of May,
at 2.30 a.m.

All claims must reach us before the 13th
of May, 1914, or they will not be
recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
the Undersigned.

NORDDEUTSCHER LLOYD
MELBOMBER & CO.
General Agents.
Hongkong, April 30, 1914. 551

THE SANITARY BOARD
ELECTION.
TO THE ELECTORS.

GENTLEMEN,
I beg to offer myself as a candidate
for the vacancy on the Sanitary Board,
and submit some of my qualifications.
I have now resided in this Colony for
nearly 14 years, and may therefore have a
claim to a good working knowledge of local
conditions, as I have seen the Colony
develop in every way during that time, and
have always been keenly interested in the
hygienic and other conditions of Hongkong.
My experience of the Colony is not con-
fined to the Peak, as I have resided in
almost every part of it, and have been in
some degree a pioneer as far as residence is
concerned.
This has enabled me to make a study of
local conditions of atmosphere, drainage
and other matters within the control of the
Sanitary Board.
In my professional capacity I have been
continually in touch with the local Ordin-
ances and By-laws, and have made a
thorough study of them.
I have no need to gain and no axe to grind
should I be elected to the Board.
On the contrary, my election will involve
a considerable amount of sacrifice of my
professional and spare time, which, how-
ever, I will gladly give if I can in any way
serve your interests and those of the
general public of Hongkong.
I have served on many committees in
this Colony, and I think it will be con-
sidered by many of you who know me, that what-
ever my limitations may be, I am afraid of
no one, and shall vote according to my
convictions, without fear and without
favour, in the interests of the community
at large.
PHILIP W. GOLDING.

THE ELECTORS TO THE SANITARY
BOARD.

GENTLEMEN,
In offering myself for the favour of
your suffrage I have been actuated by the
hope that I may be able to carry further
the work that I did, whilst I was a member
of the Board, during the absence of the
Hon. Mr. E. A. Hervey, C.M.G.
I think there can be no doubt that the
Network of covered Storm Water drains,
a great many of which are no longer used,
are the chief cause why Hongkong is so
exceptionally scourged by Plague and the
responsible authorities are induced to undertake
the overhauling of these drains in the same
systematic manner in which they are
eradicating Malaria by the process of liming
the Nullahs.
A very severe visitation of plague is upon
us, and I shall conceive it my duty, having
done regard for the Public Peace and the
responsible authorities of property owners, to
do everything in my power to assist the
Medical Officer of Health.
I remain, Gentlemen,
your obedient servant.
W. L. CARTER.
Hongkong, April 30, 1914. 548

NOTICE.

THE Management and Staff of the
STANDARD OIL COMPANY of
New York take this opportunity of ex-
pressing their thanks to Colonel Dyer,
Captain Walker and Lieutenant (Ad-
jutant) Gardner and Men of the 25th
Punjab Regiment, the Officers and Men of
the Hongkong Fire Department, the
Officers and Men of the Police (Land and
Water) and the Vacuum Oil Company for
the very valuable service rendered on the
evening of the 28th, and morning of the
29th April on the occasion of the Fire
at Lai-chi-ko.

STANDARD OIL COMPANY
OF NEW YORK.
J. W. BOLLES,
General Manager.
Hongkong, April 30, 1914. 551

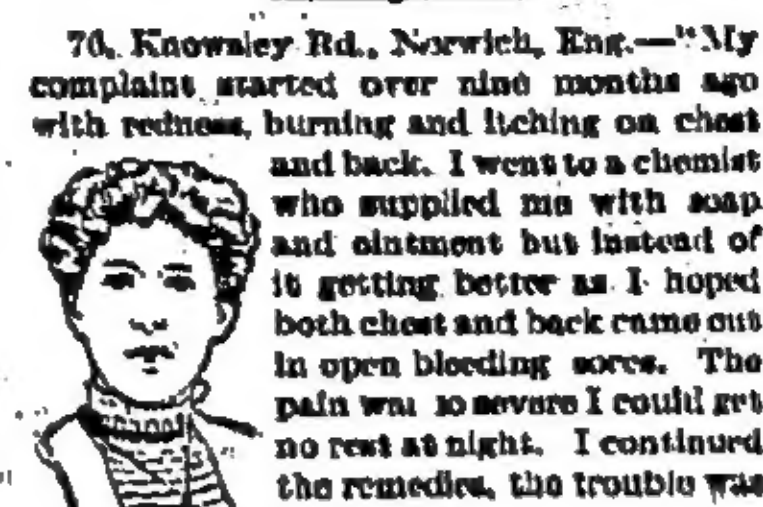
PUBLIC AUCTION.

THE Undersigned has received instruc-
tions from Mr. G. K. HALL BRITTON,
to sell by Public Auction,
on
TUESDAY,
the 5th May, 1914, at 5.45 p.m., at
The Polo Ground "Cambridge Bay,"
The following well-known racing
ponies—
RADIUM II 13.2. Excellent road hack.
WINGTON 13.2. Good jumper likely
to make good polo pony.
SEVINGTON 13.6. Winner of good races.
JOSEPH MIGHTY 13.1. Well known racing
pony.
BRYMINGTON 13.1. Winner of Day, likely
to make good polo pony.

Terms—As usual.
NUGENT & ROUGH,
Auctioneers.
Hongkong, April 30, 1914. 552

REDNESS, BURNING AND ITCHING

On Chest and Back. Came Out in
Open Bleeding Sores. Pain So
Severe Could Get No Rest. Cuti-
cure Soap and Ointment Cured.



70, Knowlesy Rd., Norwich, Eng.—"My
complaint started over nine months ago
with redness, burning and itching on chest
and back. I went to a chemist
who supplied me with soap
and ointment but instead of
it getting better as I hoped
both chest and back came out
in open bleeding sores. The
pain was so severe I could get
no rest at night. I continued
the remedies, the trouble was
just as bad.
Three weeks ago I saw the Cuticura ad-
vertisement, and sent for sample of Cuticura
Soap and Ointment. I washed the affected
parts with warm water and Cuticura Soap,
then used the Ointment. From the first
time of using, the smarting ceased. When
I had used sample I sent to the chemist for
some more and now thanks to the Cuticura
remedies I am completely cured. The Soap
I shall always use as I much prefer it to any
other I have tried. The ointment I shall
keep in the house in case I have any more
also resending it." (Signed) Miss M. Sher-
ington Morris, July 3, 1912.
Cuticura Soap and Ointment are sold
throughout the world. A single set is often
sufficient. Sample of Soap with 32-p.
book free from nearest depot: F. Newbery
& Sons, 27, Charterhouse Sq., London; R.
Tomas & Co., Sydney; N. S. W.; Leamon,
Ltd., Cape Town; Muller, Maclean & Co.,
Calcutta and Bombay; Potter D. & Co.,
Cebu, Cebu, I. S. S.
Cuticura Soap and Ointment should be used
with Cuticura Soap shaving stick. Sample free.

POST OFFICE NOTICES.

The s.s. Nubia, with the mail from
London (via Siberia) of Saturday, the 11th
April, is due to arrive here on Friday, the
1st May.

The s.s. Paul Leroy, with the Ameri-
can Mail, ex Siberia, is scheduled to arrive
here on Monday, the 4th May.

Mails will close for—
HONGKONG, QUINON & TOURANE.
Per *Delia*, at 8 a.m., on Friday, the
1st May.

BANGKOK.
Per *Siam*, at 8 a.m., on Friday, the
1st May.

HONGKONG.
Per *Kongra*, at 8 a.m., on Friday, the
1st May.

AUSTRALIA, TASMANIA & NEW
ZEALAND VIA PORT DARWIN.
Per *Sidney*, at 8 a.m., on Friday,
the 1st May.

AMOI.
Per *Landrat Scheff*, at 9 a.m., on Fri-
day, the 1st May.

SWATOW, AMOI & FOCHOW.
Per *Hongkong*, at 10 a.m., on Friday,
the 1st May.

*SWATOW, *WEIHAWEI, *CHEFOO
& *TIENSIN.
Per *Hongkong*, at 11 a.m., on Friday, the
1st May.

*SWATOW & *BANGKOK.
Per *Kongra*, at 11 a.m., on Friday,
the 1st May.

SWATOW.
Per *Fongkong*, at 11 a.m., on Friday, the
1st May.

STRAITS & INDIA VIA CALCUTTA.
Per *Kongkong*, at 1 p.m., on Friday, the
1st May.

*STRAITS & *CEYLON.
Per *Nubia*, at 4 p.m., on Friday, the
1st May.

SHANGHAI, NORTH CHINA &
JAPAN VIA KOREA.
Per *Fund*, at 5 p.m., on Friday,
the 1st May.

HONGKONG & BANGKOK.
Per *Maheu*, at 8 a.m., on Saturday, the
2nd May.

SHANGHAI, NORTH CHINA &
JAPAN VIA YOKOHAMA.
Per *Nippon*, at 11 a.m., on Saturday, the
2nd May.

PHILIPPINE ISLANDS.
Per *Yuzhang*, at 1 p.m., on Saturday, the
2nd May.

PHILIPPINE ISLANDS.
Per *Zafira*, at 3 p.m., on Saturday, the
2nd May.

*SHANGHAI & *NORTH CHINA.
Per *Kongkong*, at 5 p.m., on Saturday,
the 2nd May.

SHANGHAI & NORTH CHINA.
Per *Kongkong*, at 5 p.m., on Saturday,
the 2nd May.

Europe via Siberia.
[To make connection with the Siam train
leaving Shanghai on Thursday, the
7th May.]

SWATOW.
Per *Hongkong*, at 9 a.m., on Sunday, the
3rd May.

*SWATOW, AMOI & FORMOSA VIA
TANJUNG.
Per *Delia*, at 9 a.m., on Sunday, the
3rd May.

SWATOW, AMOI & FOCHOW.
Per *Hongkong*, at 10 a.m., on Tuesday,
the 5th May.

STRAITS, *CEYLON & *INDIA VIA
*BOMBAY.
Per *Peris*, at 3 p.m., on Monday, the
4th May.

*Specially super-sorted corres-
pondence only.

HONGKONG EXPORTERS AND
DEALERS.

(Continued from page 7)

We must all appreciate the endeavour
made by our Committee, as well as by
our neighbouring Associations, in this
matter. To my mind the inclusion of
one merchant on an arbitration is not
only a reasonable, but a very modest
request to make. An Arbitration Com-
mittee to consist of Brokers only renders
the work to say the least—a difficult
one, when it has to be borne in mind
that the duty of arbitrators is to judge
the case on its merits, and that they
should not at any time be regarded as
advocates for either side. The action
of the London Produce Association should
serve as an object lesson to those exporters
and dealers (foreign as well as Chinese)
who have not yet joined this Associa-